

Agenda Item	<b>9</b>
Report No	<b>CIA/25/19</b>

## **HIGHLAND COUNCIL**

**Committee:** City of Inverness Area Committee

**Date:** 30 May 2019

**Report Title:** Station Square, Inverness – Prohibition of Left Turn from Academy Street

**Report By:** Director of Community Services

### **1 Purpose/Executive Summary**

- 1.1 This report details the proposal to introduce a Road Traffic Order to prohibit vehicles in excess of 3 tonnes, gross vehicle weight, from turning left from Academy Street, Inverness, into Station Square.

### **2 Recommendations**

2.1 Members are asked to:-

- i. Consider the information contained in this report with regard to progressing with the proposed road traffic order; and
- ii. Confirm their preferred option from the options available within item 5.1 of this report

### **3 Background**

- 3.1 This proposal has been brought about as a result of instances where large vehicles, such as buses and coaches, have been observed reversing out of Station Square into the live traffic on Academy Street.
- 3.2 The situation results from a lack of adequate space for large vehicles to turn round within Station Square, to allow them to exit onto Academy Street in forward gear.
- 3.3 Station Square currently provides parking for taxis, pay & display parking, and space for use by Royal Highland Hotel.
- 3.4 While the act of reversing out onto a main road is not in itself an offence, the Highway Code clearly states that it should not be done. However, prosecution could take place if it were deemed an accident happened while driving without due care and attention.
- 3.5 The proposal for the Road Traffic Order is on the grounds of road safety.

### **4 Process to Date**

- 4.1 Approval to progress with the Road Traffic Order was sought from the Inverness Central Ward members and was granted on 5 September 2018. Following which preparations were made to progress with the order.
- 4.2 Approval was sought from Transport Scotland for the use of a non-prescribed sign detailing the 3Tonne restriction, which was granted on 26 October 2018.
- 4.3 A DRAFT plan and order were prepared detailing the requirements of the proposed order (**refer to Appendix 1**) for issuing for consultation.
- 4.4 Statutory Consultees were notified of the Council's intentions to promote this order on Thursday 20 September 2018 and formal consultations commenced on Monday 29 October 2018, with the notice appearing in the Edinburgh Gazette on Tuesday 30 October 2018 and the Press & Journal on Wednesday 31 October 2018.
- 4.5 A total of 5 responses were received as a result of the consultation (**refer to Appendix 2**). Of these 5 responses only one specifically stated it as an objection, the other 4 only commented on the effect the order would have on their operations.

All 5 responses have been treated as objections.

- 4.6 Letters were issued to all 5 objectors (**refer to Appendix 3**) detailing the Council's response to the specific issues raised, and requesting confirmation that the party concerned was happy for the order to progress, or submit further comment. To date no further response has been received from any of the 5 objectors concerned.
- 4.7 In light of no further response from the 5 objectors, thereby leaving the objections as unresolved, advice was sought from the Council's Legal team on whether a separate hearing was required, or Committee approval, in order to progress. Legal advised that a hearing was not necessary, and that progress could be via Committee.

### **5. Way Forward**

5.1 Where objections are unresolved, there are three options available to the Committee:-

- i) Approve the proposed Road Traffic Order as it currently stands and instruct its implementation;
- ii) Request a revision to the order and have a new draft order prepared if the revision results in a more restrictive order; and
- iii) Abandon the proposed Road Traffic Order.

## **6. Implications**

6.1 Resource – No implications.

6.2 Legal – No implications.

6.3 Community (Equality, Poverty and Rural) – No implications.

6.4 Climate Change / Carbon Clever – No implications.

6.5 Risk - Potential for road traffic accidents due to traffic reversing into Academy Street

6.6 Gaelic – No implications.

Designation: Director of Community Services

Date: 15 May 2019

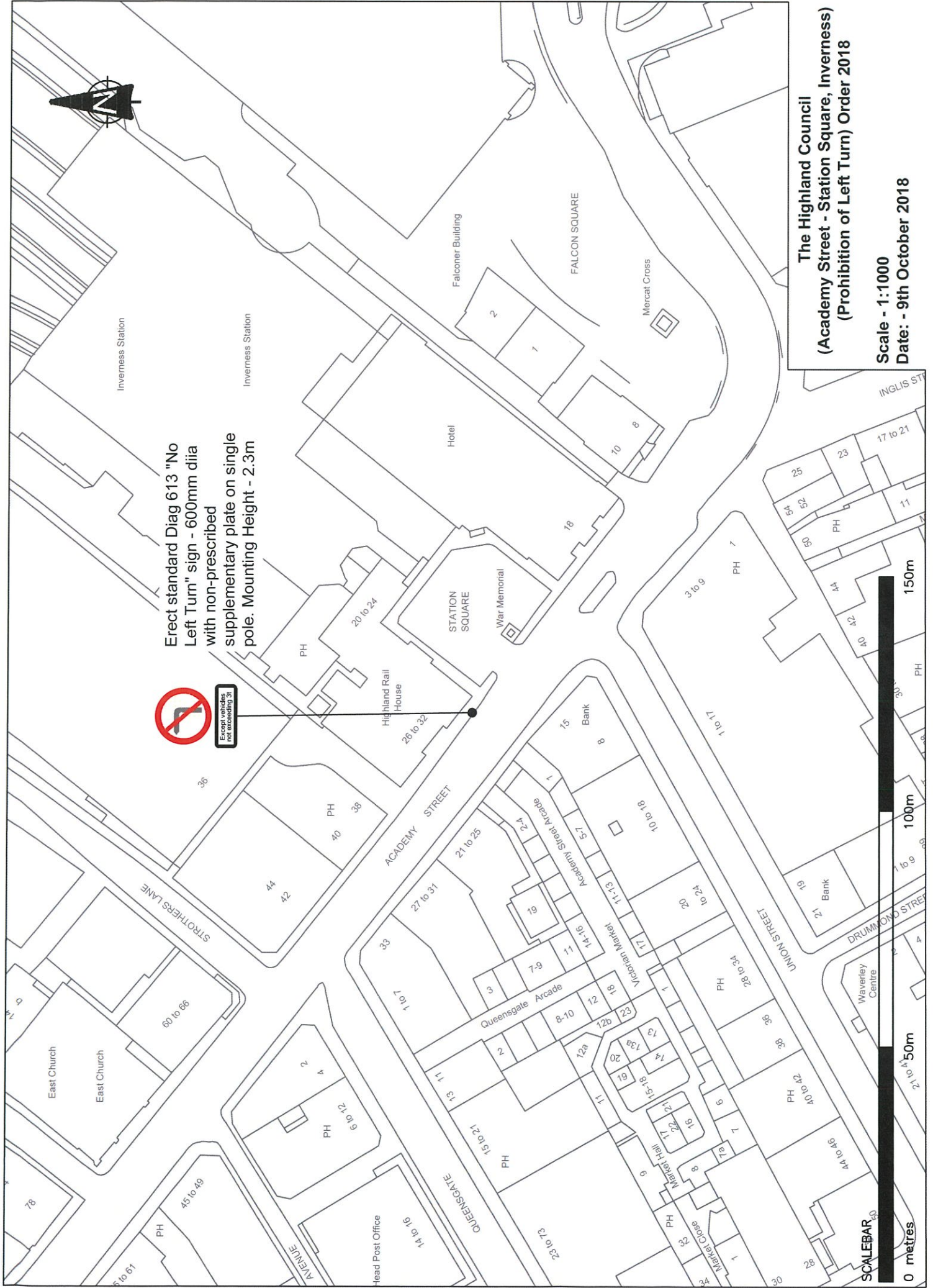
Author: Alastair Nairne, Senior Engineer

Background Papers: Appendices 1, 2 & 3

# Appendix 1

## Draft Plan and Order





The Highland Council  
(Academy Street - Station Square, Inverness)  
(Prohibition of Left Turn) Order 2018

Scale - 1:1000  
Date: - 9th October 2018

Erect standard Diag 613 "No Left Turn" sign - 600mm dia with non-prescribed supplementary plate on single pole. Mounting Height - 2.3m





## Highland Council

Notice is hereby given that, in exercise of the powers conferred on them by the Road Traffic Regulation Act 1984, the Highland Council propose to make **The Highland Council (Academy Street Into Station Square, Inverness) (Prohibition Of Left Turn) Order 2018**, the effect of which will be to prohibit any vehicle, having a maximum gross weight in excess of 3 tonnes, from turning left from Academy Street, Inverness, into Station Square.

The proposed prohibition is desirable in the interests of road safety. At the moment large vehicles are able to enter Station Square but find difficulty in being able to turn within the limited space available and exit in a forward gear. For this reason we would like to limit access to smaller vehicles only.

A copy of the proposed Order and of the accompanying plan, together with a statement of reasons for making the Order, have been deposited at Highland Council's Service Point Office at The Town House, Castle Street, Inverness, IV1 1JJ (open between 9:00am and 5:00pm, Monday, Tuesday, Thursday and Friday, and 10:00am to 5:00pm on Wednesday). Those documents will be available for inspection free of charge from Wednesday 31st October 2018.

The objection period shall commence on Wednesday 31st October 2018 and ANY PERSON may, by Tuesday 20th November 2018 object to the making of the Order by notice in writing to The Area Roads' Operations Manager, Highland Council, Community Services, 94 Diriebught Road, Inverness, IV2 3QN. Objections should state the name and address of the objector, the matters to which they relate, and the grounds on which they are made.

## Appendix 2

### Objections Received

1. Wright, Johnston & MacKenzie LLP, Solicitors
2. Liz Syred
3. RK Travel Group
4. JacTravel
5. Abbey Ireland and UK



20 NOV 2018

WRIGHT, JOHNSTON & MACKENZIE LLP  
SOLICITORS

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The Area Roads' Operation Manager  
Highland Council  
Community Services  
94 Diriebught Road  
INVERNESS  
IV2 3QN

Our ref. R2298/SD

Your ref.

Date: 19 November 2018

Dear Sirs

**Our Clients: RMG Hotels Limited**

**Proposed Order: The Highland Council (Academy Street Into Station Square, Inverness)  
(Prohibition of Left Turn) Order 2018 ("the Order")**

We act for RMG Hotels Limited. Our clients are the owners and operators of the Royal Highland Hotel, Station Square, Inverness.

Our clients have been made aware of the proposed Order, and wish to object to the Order being granted.

We would be obliged if you could note our interest in this matter on behalf of our clients, and ensure that further correspondence is addressed to ourselves instead of to our clients directly.

**Background**

As you will be aware, our clients' hotel is accessed from Station Square. Our clients hold the tenancy of the hotel on a Lease (details of which are set out in the undernote) which gives them the following rights:-

- (a) "the right of use of and access to such parts of the Landlords' adjoining property as may be necessary for the proper fulfilment of the Tenants' obligations under this Lease",
- (b) "right of access to the premises at all times from the forecourt of Inverness Railway Station known as Station Square....for the purposes of unloading goods and services", and

**302 St. Vincent Street, Glasgow G2 5RZ**  
**Tel: 0141 248 3434 Fax: 0141 221 1226 DX GW129**

Also at

The Capital Building, 12/13 St. Andrew Square, Edinburgh EH2 2AF Tel: 0131 524 1500 Fax: 0131 524 1529 DX ED26  
The Green House, Beechwood Park North, Inverness IV2 3BL Tel: 01463 234445 Fax: 01463 224995 DX521011 Inverness  
61 High Street, Dunblane, Perthshire FK15 0EH Tel: 01786 822296 Fax: 01786 824249 DX 560630 Dunblane

A limited liability partnership registered in Scotland number SO300336 Registered office 302 St Vincent Street, Glasgow G2 5RZ  
A list of members is available for inspection at the Registered Office. References to "Partner" are to a member of the LLP  
Authorised and regulated by the Law Society of Scotland, the Solicitors Regulation Authority and the Financial Conduct Authority



**wjm.co.uk**



- (c) "the facility of car parking within that area of ground extending to one hundred square metres or thereby and shown delineated and edged yellow on blue hatching" on the plan annexed to the Lease.

Further, the Lease provides that:-

- (d) "The Tenants undertake to use their best endeavours to prevent the interruption, obstruction or loss of any servitude or right of a similar nature belonging to or used with the premises", and
- (e) "The Tenants also bind and oblige themselves not to permit any encroachment to be made or servitude or right of a similar nature to be acquired on over or against the premises which may be or grow to be to the damage, annoyance or inconvenience of the Landlords".

### **The proposed Order**

The proposed Order is that:-

"No person shall drive or cause or permit to be driven any vehicle, as defined in the Schedule to this Order, from the road specified in Column 1 of the Schedule to this Order so as to make the turn specified opposite in Column 2 of the said Schedule".

The road specified in Column 1 is Academy Street, Inverness, and the turn specified in Column 2 is a left turn into Station Square. The definition of "vehicle" in the proposed Order is any vehicle having a maximum gross weight in excess of 3 tonnes.

We note that the Statement of Reasons relating to the Order states that "At the moment large vehicles are able to enter Station Square but find difficulty in being able to turn within the limited space available and exit in a forward gear".

### **Our clients' objections to the proposed Order**

Our clients have a number of principal objections to the Order:-

1. It will infringe their rights in terms of the Lease.
2. By accepting the Order the hotel would be breaching the terms of its lease set out in (d) and (e) above.
3. It will place our clients in breach of contract with tour operators.
4. It will prevent normal day-to-day traffic from accessing Station Square.
5. It will not address any recognised mischief.
6. The desired outcome could be achieved in an alternative way.
7. It may illegally impinge on the rights of private landowners to access their own land.
8. The Order would cause considerable impacts elsewhere in the locus.

Taking each of these objections in turn:-

1. The proposed Order will infringe our clients' rights in terms of the Lease.

As noted above, our clients have a clear right of access to Station Square for the purposes of unloading goods and services. Those goods are delivered by vehicles which would all exceed the weight limit set out in the Order, so our clients would not be able to receive their goods. The services aspect of our clients' rights under the Lease relate to the arrival and departure of guests of our clients' hotel, who arrive and depart in buses or mini-buses.

As noted below, even the smallest mini-bus would fall foul of the weight limit in the Order. If the Order were passed, therefore, our clients' rights under the Lease would effectively be removed.

The principal means of vehicular access, for any vehicle, to our clients' property is through Station Square. Vehicles require to turn left from the public roadway into Station Square, and drive around the Square to our clients' front door.

2. Our clients have standing contracts with various tour operators, in terms of which guests are delivered to our clients' premises by coach on a regular basis. Our clients' business relies on such contracts. Many of these contracts run until 2021 or beyond. If our clients are no longer able to offer to the tour companies the ability to deposit guests from coaches at our clients' front door, then not only would our clients be in breach of contract with those companies, they would also lose the business.

Our clients would ask you to bear in mind that they employ anywhere between 80 and 100 staff during the year, whose jobs would be at risk if existing trade and standards cannot be maintained. Those standards include the attractiveness to tour companies of being able to drive their coaches into the Square and drop off guests at our clients' door. If this is no longer available, those tour companies could easily take their business elsewhere. This may lead to redundancies, owing to the effect on our clients' business.

Our clients have worked hard to develop the hotel as a destination, which has led to it achieving a highly acclaimed 3 Star rating, and a 4 out of 5 star rating on Google. Our clients resisted the urge to cater to the budget market, which has had a beneficial effect on the number and quality of visitors to Inverness. There are, in addition, events held at the hotel which would also be put at risk. By way of example, our clients host a Sunday lunch club for local senior citizens and OAPs, providing an important link to the local community. Our clients' guests for such events are bussed in by coach, which would be prevented if the Order was granted.

3. The list of vehicles which would fall foul of the Order is considerable, and includes day-to-day traffic. For example, if the weight limit is 3 tonnes, that would encompass cranes and cherry-pickers which might be required for the carrying out of maintenance of our clients' premises, including maintenance which is essential for public safety; coaches; minibuses; disabled vehicles; delivery lorries and vans; and so on. Indeed, our clients believe that a fully-laden standard Range Rover or large SUV / 4x4 would likely exceed the weight limit.
4. Our clients do not recognise the mischief which the Order is intended to address, namely the difficulty of large vehicles turning in the space available and then leaving in a forward gear. They have contractual arrangements with many suppliers, which include tour



companies which drive their buses into Station Square for the purpose of depositing guests.

Our clients know of no occasion when any such vehicle, including large vehicles such as buses, have had to reverse out of Station Square. Nor are our clients aware of any damage having been caused to any vehicle parked within Station Square by any vehicle trying to turn within the Square, and likewise they are not aware of any blockages or delays having been caused by any such vehicles.

So far as our clients are aware, all vehicles, including large vehicles, enter and leave the Square in forward gear at present. If there is evidence of something else happening, please provide it.

Our clients are quite content to host a site visit for those considering the proposed Order to see for themselves the operations of large vehicles within Station Square. The tour companies which supply our clients with guests also object to the Order and are prepared to demonstrate the experience of their drivers

The mischief which is being targeted, it seems to our clients, simply does not exist.

5. Quite apart from the fact that the Order would breach our clients' rights under the Lease and is targeted at correcting a mischief which does not exist, our clients would observe that there are other methods by which the desired effect could be achieved.

The aim of the Order would seem to be to prevent vehicles reversing back onto Academy Street. Our clients would agree that this would be a desirable outcome. However, our clients would respectfully suggest that this could be achieved merely by (a) prohibiting reversing out of Station Square, and (b) enforcing existing road traffic legislation relating to careless or dangerous driving.

Station Square is private land and it therefore would not be within the purview of the Council to regulate activity within it. However our clients are prepared to agree (through the placing of signs, along with other parties) to inform drivers of vehicles coming into Station Square that they are not to reverse their vehicles back onto Academy Street when they are leaving. Our clients note that the drivers who deposit goods or guests at the hotel are very experienced in manoeuvring large vehicles within restricted spaces.

We would also observe that an existing informal arrangement with local taxi companies appears to work very well – whenever tour companies arrive in their coaches, our clients call ahead to the taxi companies who ask their drivers to move their idling vehicles to make room for the arriving coach. This works satisfactorily, and our clients have had no objection to this from any taxi drivers. This issue will be further eased when the taxis are relocated away from Station Square as part of the station redevelopment project.

Our point here is that the Order is not required to solve any perceived problem.

6. Our client, in any event, queries the legality of the Order insofar as it would purport to place limits on the manner by which access is to be taken from public land onto private land.

7. Given that Station Square serves Inverness Train Station as well as our clients' hotel, it would become difficult and undesirable for travelling members of the public to safely access the station and/or the hotel if the vehicles in which they are travelling require to drop them off or pick them up on Academy Street.

This would also cause untold risks to the normal traffic flow on Academy Street, as vehicles are forced to stop outside the Station, but on the main road, to deposit travellers or goods. Drivers working at the rear of vehicles (such as delivery vehicles or taxis where boot access is being taken) would be at risk of being struck by traffic. There would be traffic queues formed by vehicles stopping on the main road.

There would also be consequences elsewhere in the locus. As an alternative to using Station Square, many delivery drivers or vehicles dropping off or picking up travellers at the Station, may be tempted to use Falcon Square instead of Station Square. This would cause a knock-on effect on the vehicles attending the shops and other businesses in that location, and the Order would therefore have the effect of simply creating a traffic problem elsewhere.

It should be noted that, while our clients' hotel has a back entrance at Falcon Lane, this is not suitable for guests arriving or leaving. Falcon Square and Falcon Lane are used, not just by our clients but by others within the shopping centre, for receiving deliveries throughout the day. In any event, Falcon Lane is too small for coaches etc, which would have to park at the bays at the entrance of the Eastgate Centre to deposit the guests, causing a nuisance to the delivery lorries etc.

In all of the circumstances outlined above, our clients would wish to object to the Order in the strongest possible terms.

Our clients would welcome the opportunity to address the Council in relation to the Order in person, in order to answer any further queries which the Council might have and to elaborate on the quite disastrous effect which the Order would have on their business.

Please let us know if that would be of interest to the Council, so that arrangements can be made.

Yours faithfully

Steven Docherty  
For Wright, Johnston & Mackenzie LLP

Email: [sd@wjmc.co.uk](mailto:sd@wjmc.co.uk)

**Undernote referred to:-**

Lease between British Railways Board as Landlord, and Optic Lodge Limited as Tenant, dated 23 and 24 March 1983 and registered GRS Inverness on 6 May 1983



Mr A Macleod  
Area Roads Operation Manager  
Community Services  
94 Diriebught Rd  
Inverness IV2 3QN

15 November 2018

Dear Mr Macleod

**ACADEMY ST INTO STATION SQUARE, INVERNESS PROHIBITION OF LEFT TURN ORDER 2018**

It has come to my attention that Highland Council is introducing a 'road traffic regulation order' prohibiting vehicles such as mini buses turning into Station Square.

I appreciate you are working to improve Academy St and access to the station etc. but this regulation will cause direct impact on the over 60s lunch club held in the Royal Highland Hotel on the third Sunday of every month.

I have been facilitating this lunch club, on behalf of 'Caring and Sharing Highland' in the hotel for the past five years, where over 80 people, attend every month. This came about as a direct result of a report commissioned by the Highland Community Care Forum seven years ago which highlighted the major issue of loneliness and isolation, particularly at weekends for the elderly folk in Highland.

People come from all over including Dornoch, Cannon Bridge and Nairn. The majority make their own way to the hotel but there is a regular eighteen very elderly folk many infirmed come in a mini bus from Nairn, where they are dropped off, the mini bus then goes and parks elsewhere, returning to pick them up and take them home at the end of the afternoon.

This regulation will mean they will not be able to attend. I cannot believe Highland Council, who I believe supported the NHS campaign fighting to stop isolation and loneliness in Highland can really want to stop these people coming together with others, having lunch and time out in the community. The meal they get at the lunch club, for some, is a major highlight in their lives.

I don't know whether their bus is 'in excess of 3 tonnes' but surely even if it is, and your regulation has to go ahead, there can be some exception to the rule to enable these vulnerable people attend something that is crucial to their health and general well-being.

I look forward to your response

Yours sincerely

Liz Syred

The Highland Council  
Alistair MacLeod  
94 Diriebught Road  
Inverness  
IV2 3QN  
Scotland

**RE: Academy Street into Station Square, Inverness. Prohibition of left turn order 2018.**

Dear Mr MacLeod, Director of Community Service

It is with great surprise and frustration we have read the proposal regarding prohibition of a left turn order from Academy Street into Stations Square. So with this letter we please ask you to consider the decision again with some impact from us, as one of several parts that will be highly affected due to this. The other parts are of course the tourism business to Inverness in general, and Royal Highland Hotel in particular.

I represent RK Travel Group in Sweden and we are the leading wholesale tour operators in Scandinavia for group and we have over 400 coach tour operators as clients in both Sweden, Norway and Finland. Totally we have approx. 150 touring groups in the UK every year and many of these comes to Scotland and Inverness. Without any doubt and looking back in history, Royal Highland Hotel is the most requested UK hotel from our client side as an overnight stay during their tours in Scotland. We have through the years send thousands of Scandinavian tourist to the beautiful city Inverness who stayed at Royal Highland Hotel with their excellence personal service and loving hospitality. A long-term partner where we never have any complains or claims.

So I please ask you on behalf of several Scandinavian tour operators, who regular visit and spend money as tourist in Inverness, to consider this decision again. Please find a way for us to stop outside the hotel with our coaches so we easily (and safe) can come back with new guests for many more years. The Royal Highland Hotel is a fantastic representative for the city and you should to everything to support them and their needs, as they play a very important part of the Inverness tourism.

Many thanks and looking forward to hear from you again.

Your sincerely,

~~Mr Anders Nord~~  
Director & Operations Manager  
RK Travel Group AB

# **JacTravel** **WebBeds**

15 NOV 2018

13<sup>th</sup> November 2018

**Director of Community Services**  
**The Highland Council**  
**94 Diriebught Road**  
**Inverness**  
**IV2 3 QN**

**Dear Sir ,**

**Academy Street Into Station Square – Prohibition of Left Turn Order 2018**

I am writing to you in response to the above proposed prohibition order which has been brought to my attention by the owners of the Royal Highland Hotel. We currently operate over 60 groups annually to the hotel representing a turnover annually in excess of £250k . We are concerned that the above proposal will substantially inhibit our business to this hotel . Our clients , many of whom are elderly , arrive by coach to the property and I am concerned that this programme will be put into jeopardy by your proposed changes.

Our organisation brings both group and individual clients to a large number of Inverness properties and I would appreciate your urgent reconsideration of the proposal which will have a significant detrimental effect on our business with particular relation to the Royal Highland Hotel.

I am happy to discuss any questions you may have relating to this objection and can be reached on 0207 870 8519 or by email at [andrew.guthrie@jactravel.com](mailto:andrew.guthrie@jactravel.com)

Yours Sincerely

Andrew Guthrie  
Director of Contracting and Customer Delivery  
JacTravel

2<sup>nd</sup> Floor , 3 Shortlands , London W6 8DA



19 NOV 2018

Director of Community Services  
The Highland Council  
94 Diriebught Road  
Inverness  
IV2 3QN

16<sup>th</sup> November 2018

Dear Sir,

**Academy Street into Station Square - Prohibition of Left Turn Order 2018**

The owners of the Royal Highland Hotel have advised us of the above proposed prohibition order. In response, we are greatly concerned over the effect that this will have on both the hotel and our clients.

As a Destination Management Company, Abbey Ireland & UK promote Inverness, the Highlands and Scotland to clients all over the world, and we operate approximately 60 groups per annum in the hotel, with turnover in excess of £250 000. Nearly all of these groups will arrive by coach and we are concerned that this proposal will impact our ability to conduct business with this hotel and subsequently Inverness.

Many of our clients are elderly and require easy access from the coach to the hotel. The impact of this proposal may be to deter them from undertaking such holidays. Additionally, customers are increasingly looking for a seamless holiday experience and this would include coach access to hotels that allow for ease of access.

We would urge you to reconsider this proposal before the start of next season in order that guests are not impacted, with a detriment to The Royal Highland Hotel, companies such as ourselves and Inverness itself as a visitor destination of choice.

I am happy to discuss this further and answer any questions that you may have.

Yours Sincerely

Rebecca Brooks  
Managing Director  
Abbey Ireland & UK

## Appendix 3

### Objection Responses

1. Wright, Johnston & MacKenzie LLP, Solicitors
2. Liz Syred
3. RK Travel Group
4. JacTravel
5. Abbey Ireland and UK

FILE COPY

Wright, Johnston & MacKenzie LLP,  
Solicitors,  
302 St.Vincent Street,  
Glasgow,  
G2 5RZ

Please ask for: Alistair MacLeod  
Direct Dial: (01463) 644189  
E-mail: alistair.macleod5@highland.gov.uk  
Your Ref:  
Our Ref: R2-41  
Date: 1<sup>st</sup> February 2019

For the attention of: Steven Docherty

Dear Sir

**ACADEMY STREET INTO STATION SQUARE, INVERNESS  
PROHIBITION OF LEFT TURN ORDER 2018**

We refer to your letter dated 19/11/18, in respect of the above.

We note that your client objects to the making of the order and have provided a number of reasons for doing so. These are numbered 1 to 8 in your letter and our comments in respect of these are as follows (It is worth pointing out that the reasons for objecting, as listed in the second page of your letter, do not necessarily always correlate to the numbering sequence used thereafter):

**1. It will infringe their rights in terms of the Lease.**

It is our clear understanding that the Hotel lease identifies access via Falcon Square. Station Lane is currently used by delivery vehicles and a photograph is attached to help illustrate this fact.

**2. By accepting the Order the hotel would be breaching the terms of its lease set out in (d) and (e) above (i.e. in your letter).**

This is a third party issue to be addressed between the Hotel and the leaser. We therefore suggest that you contact your Landlord to discuss this matter and to establish whether, or not, they feel that the Order would somehow breach the terms of the lease. We will require written confirmation from the Landlord should they feel the terms of the lease have been breached.

**3. It will place our clients in breach of contract with tour operators.**

This is a third party issue to be addressed between the Hotel and the tour operators.

It is worth noting that there are very few holiday accommodation providers in Inverness City Centre with adjacent coach parking facilities; and Highland Council are under no obligation to provide such facilities, bearing in mind the fact that Inverness has a

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**Community Services**

The Highland Council, 94 Diriebught Road, Inverness, IV2 3QN  
Tel: (01463) 703111 Fax: (01463) 703112

relatively small and compact City Centre with associated public road space limitations. These factors, coupled with pressures to provide user-specific bays, ranks/stances, etc, limit the scope available to satisfy the desires of all road users.

**4. It will prevent normal day-to day traffic from accessing Station Square.**

The vast majority of vehicles will be unaffected by the change being proposed. We would, however, be willing to consider increasing the limit to 3.5 Tonnes as this will permit a wider range of vehicles to continue to access Station Square; while at the same time it will fulfil our desired objective of excluding those larger vehicles which find difficulty turning within the limited space available.

If maintenance vehicles, in excess of the specified weight limit, require access to Station Square at any time in the future; should the Order be progressed, this can be achieved through the standard permit system currently operated by the Council. A Temporary Traffic Order would be required to enable access by any such vehicles, and its promotion would be subject to the applicant providing a risk assessment and method statement to the satisfaction of the Council.

**5. It will not address any recognised mischief.**

The proposed prohibition is desirable in the interests of road safety. At the moment large vehicles are able to enter Station Square but find difficulty in being able to turn within the limited space available and exit in a forward gear. For this reason we would like to limit access to smaller vehicles only.

Upon becoming aware of concerns raised in respect of large vehicles reversing out of Station Square into Academy Street, the Council's Head of Roads corresponded with 'Police Scotland'. It was agreed that additional monitoring would take place to assist with identifying any such vehicles, and the Police also indicated that they were to directly contact your client on this subject.

**6. The desired outcome could be achieved in an alternative way.**

As you say 'Station Square is private land and it would not be within the purview of the Council to regulate activity within it.' Any agreement, other than that being proposed, would therefore be on an informal basis only and would not be legally enforceable. Promotion of the order will provide greater clarity, certainty, and will ensure that enforcement can be carried out.

**7. It may illegally impinge on the rights of private landowners to access their own land.**

Please bear in mind that the footway around Station Square is adopted by the Council including that forming part of Academy Street. The owner of Station Square was consulted as part of the process of promoting the Order and we have received no comment or objection from them. Access to Station Square will still be maintained, but restricted to smaller vehicles.

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**Community Services**

The Highland Council, 94 Diriebught Road, Inverness, IV2 3QN  
Tel: (01463) 703111 Fax: (01463) 703112

**8. The Order would cause considerable impacts elsewhere in the locus.**

With regard to your point about drivers stopping on Academy Street, the existing traffic prohibitions and restrictions are legally enforceable and are there to ensure public safety and the maintenance of traffic flows.

We hope that this response adequately addresses those matters raised by you on behalf of your client and they are now amenable to withdrawing their objection? We would be grateful to receive confirmation of this, or any other comments you would like to make on behalf of your client, within 21 days of the date of this letter. As stated above we would be willing to consider increasing the limit to 3.5 Tonnes should this change meet with the approval of your client.

Yours faithfully

For: Community Services (Inverness Area)

---

**Community Services**

The Highland Council, 94 Diriebught Road, Inverness, IV2 3QN

**Tel:** (01463) 703111 **Fax:** (01463) 703112





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Kirkhill,  
Inverness-shire,  
IV5 7QB

Please ask for: Alistair MacLeod  
Direct Dial: (01463) 644189  
E-mail: alistair.macleod5@highland.gov.uk  
Your Ref:  
Our Ref: R2-41  
Date: 1<sup>st</sup> February 2019

Dear Madam

**ACADEMY STREET INTO STATION SQUARE, INVERNESS  
PROHIBITION OF LEFT TURN ORDER 2018**

We refer to your letter received in respect of the above, and note that you have not specifically stated that you object to the making of the order.

You do however specifically mention a mini bus which you are unable to confirm the weight of. Given that the concern raised by you centres on this bus being able to retain access to Station Square it would assist our further consideration of this matter if you are able to confirm its maximum gross weight? The coach provider should be in a position to readily provide this information.

The vast majority of vehicles will be unaffected by the change being proposed. We would, however, be willing to consider increasing the limit to 3.5 Tonnes as this will permit a wider range of vehicles to continue to access Station Square; while at the same time it will fulfil our desired objective of excluding those larger vehicles which find difficulty turning within the limited space available.

Please note that there are very few accommodation providers in Inverness City Centre with adjacent coach parking facilities; and Highland Council are under no obligation to provide such facilities, bearing in mind that Inverness has a relatively small and compact City Centre with associated public road space limitations. These factors, coupled with pressures to provide user-specific bays, ranks/stances, etc, limit the scope available to satisfy the desires of all road users.

Should this response adequately address your concern we would ask if you are now amenable to us progressing with the making of the order? We would be grateful to receive your confirmation of this, or any other comments you would like to make, within 21 days of the date of this letter.

Yours faithfully

For: Community Services (Inverness Area)

FILE COPY

RK Travel Group,  
Odinsgaten 13,  
411 03 Göteborg,  
Sweden,

Please ask for: Alistair MacLeod  
Direct Dial: (01463) 644189  
E-mail: alistair.macleod5@highland.gov.uk  
Your Ref:  
Our Ref: R2-41  
Date: 1<sup>st</sup> February 2019

For The Attention Of: Mr Anders Nord

Dear Sir

**ACADEMY STREET INTO STATION SQUARE, INVERNESS  
PROHIBITION OF LEFT TURN ORDER 2018**

We refer to your letter received in respect of the above, and note that you have not specifically stated that you object to the making of the order.

We are, however, happy to respond to your point about coaches being able to stop outside the 'Royal Highland Hotel'. Please note that there are very few accommodation providers in Inverness City Centre with adjacent coach parking facilities; and Highland Council are under no obligation to provide such facilities, bearing in mind that Inverness has a relatively small and compact City Centre with associated public road space limitations. These factors, coupled with pressures to provide user- specific bays, ranks/stances, etc, limit the scope available to satisfy the desires of all road users.

The vast majority of vehicles will be unaffected by the change being proposed. We would, however, be willing to consider increasing the limit to 3.5 Tonnes as this will permit a wider range of vehicles to continue to access Station Square; while at the same time it will fulfil our desired objective of excluding those larger vehicles which find difficulty turning within the limited space available.

We hope that this response adequately addresses your concern and you are now amenable to us progressing with the making of the order? We would be grateful to receive your confirmation of this, or any other comments you would like to make, within 21 days of the date of this letter.

On 29<sup>th</sup> November 2018 we sent an acknowledgment letter to the address provided in your original letter, but it was subsequently returned to our office as you have apparently moved to a different address. We did however note that your letter was sent in an envelope with a UK postage stamp attached. With this in mind we trust that this letter will reach you at the address provided on your website.

Yours faithfully

For: Community Services (Inverness Area)

FILE COPY

JacTravel,  
2nd Floor,  
3 Shortlands,  
London,  
W6 8DA

Please ask for: Alistair MacLeod  
Direct Dial: (01463) 644189  
E-mail: alistair.macleod5@highland.gov.uk  
Your Ref:  
Our Ref: R2-41  
Date: 1<sup>st</sup> February 2019

For The Attention Of: Andrew Guthrie

Dear Sir

**ACADEMY STREET INTO STATION SQUARE, INVERNESS  
PROHIBITION OF LEFT TURN ORDER 2018**

We refer to your letter of 13/11/18 in respect of the above and note your objection to the making of the Order.

We especially note your comment that 'we are concerned that the above proposal will substantially inhibit our business to this hotel'. Any business contract agreements and arrangements which may exist between your organisation and the 'Royal Highland Hotel' is a third party issue to be addressed solely between these two parties.

Please note that there are very few accommodation providers in Inverness City Centre with adjacent coach parking facilities; and Highland Council are under no obligation to provide such facilities, bearing in mind that Inverness has a relatively small and compact City Centre with associated public road space limitations. These factors, coupled with pressures to provide user-specific bays, ranks/stances, etc, limit the scope available to satisfy the desires of all road users.

The vast majority of vehicles will be unaffected by the change being proposed. We would, however, be willing to consider increasing the limit to 3.5 Tonnes as this will permit a wider range of vehicles to continue to access Station Square; while at the same time it will fulfil our desired objective of excluding those larger vehicles which find difficulty turning within the limited space available.

We hope that this response adequately addresses your concern and you are now amenable to withdrawing your objection? We would be grateful to receive your confirmation of this, or any other comments you would like to make, within 21 days of the date of this letter.

Yours faithfully

For: Community Services (Inverness Area)

FILE COPY

Abbey Ireland and UK,  
City Gate,  
22 Bridge Street Lower,  
Dublin,  
D08 DW30  
Ireland

Please ask for: Alistair MacLeod  
Direct Dial: (01463) 644189  
E-mail: alistair.macleod5@highland.gov.uk  
Your Ref:  
Our Ref: R2-41  
Date: 1<sup>st</sup> January 2019

For The Attention Of: Rebecca Brooks

Dear Madam

**ACADEMY STREET INTO STATION SQUARE, INVERNESS  
PROHIBITION OF LEFT TURN ORDER 2018**

We refer to your letter received in respect of the above, and note that you have not specifically stated that you object to the making of the order.

We are, however, happy to respond to your point about access from coaches to the 'Royal Highland Hotel'. Please note that there are very few accommodation providers in Inverness City Centre with adjacent coach parking facilities; and Highland Council are under no obligation to provide such facilities, bearing in mind that Inverness has a relatively small and compact City Centre with associated public road space limitations. These factors, coupled with pressures to provide user- specific bays, ranks/stances, etc, limit the scope available to satisfy the desires of all road users.

The vast majority of vehicles will be unaffected by the change being proposed. We would, however, be willing to consider increasing the limit to 3.5 Tonnes as this will permit a wider range of vehicles to continue to access Station Square; while at the same time it will fulfil our desired objective of excluding those larger vehicles which find difficulty turning within the limited space available.

We hope that this response adequately addresses your concern and you are now amenable to us progressing with the making of the order? We would be grateful to receive your confirmation of this, or any other comments you would like to make, within 21 days of the date of this letter.

Yours faithfully

For: Community Services (Inverness Area)